

## 2.0 Land Use

The Land Use Element of the Mesa General Plan will guide the future growth and development of the community. The element illustrates how the City anticipates accommodating its future population growth as well as the eventual development patterns the City wishes to encourage.



### 2.1 Background

The background section summarizes the conditions and development patterns that form the basis of the Land Use Element. Included are existing land use, zoning, and land ownership and jurisdiction.

Historically, the land use pattern of Mesa has been dominated by rapid residential growth, supported by retail and service trades. The City's development reflects the suburban image that is dominated by single residences, scattered employment centers, and neighborhood style commercial uses. However, the City has matured to a population of approximately 400,000, making it the 43<sup>rd</sup> largest municipality and the 20<sup>th</sup> fastest growing city in the United States. In response to the needs resulting from this growth, coupled with the existing structure of the City, this plan envisions a future development pattern that balances residential and employment oriented land uses with economic enhancement opportunities.

#### 2.1.1 Existing Land Use

The existing pattern of land use within the approximate 172-square-mile Mesa Planning Area reveals two dominant land uses: small-lot, single family detached housing; and vacant land. Encompassing 22% of the land within the planning area, single-family residential use is distributed fairly evenly throughout the developed portions of Mesa. The majority of undeveloped land is concentrated east of Power Road, which illustrates the initial concentric growth of the City, its western urbanized connection with the City of Tempe, early corridor growth along the Superstition Freeway, and more recent development to the northeast and southeast.

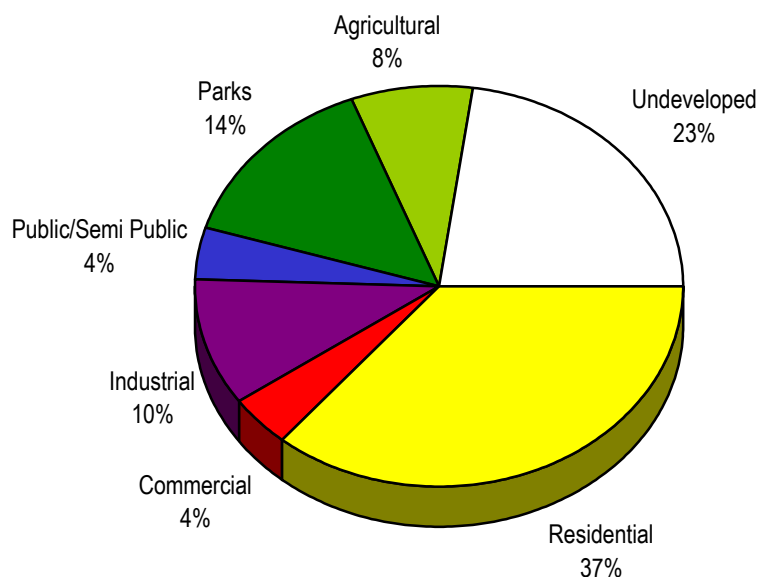
Consistent with typical land use patterns, community and neighborhood commercial districts are located primarily along arterial roadways and in the Mesa Town Center area. Separated by 10 miles along the Superstition Freeway (US 60) are two regional malls: Fiesta Mall to the west and Superstition Springs Center to the east.

The dominant industrial activity is concentrated in the northern and southeastern portions of the planning area. The major industrial employer to the north is The Boeing Company. The major sites to the southeast include General Motors Proving Ground, which is scheduled to be vacated, and Williams Gateway Airport. Small pockets of sand and gravel operations are located on the south side of the Salt River along the City's northern border. Medium and high-density residential uses, including manufactured home parks, are located along arterial roadways and are concentrated between University Drive and Southern Avenue.

Golf course based communities are primarily located east of the Roosevelt Water Conservation District (RWCD) Canal. The Union Pacific Railroad corridor in the southwestern portion of the City serves a series of industrial uses and connects through Chandler and Gilbert to the Williams Gateway area along the Rittenhouse Road alignment. Parks, open space, and educational facilities are located throughout the planning area. In the northeastern corner of the planning area, the Tonto National Forest and Utery Mountain Regional Park encompass large areas of natural open space.

Agriculture activities also exist in Mesa, with nearly 7,000 acres currently under production. While several small pockets of agricultural land are scattered within the general urbanized area, the larger concentrations are situated around the Lehi area, Falcon Field Airport, and Williams Gateway Airport.

Figure 2-1 shows the percentage by acreage of existing land uses and undeveloped land in the Mesa Planning Area. This chart illustrates the large amount of residential uses in comparison to employment uses. The overall existing land use pattern is illustrated on Figure 2-2. This map shows the mix of land use types in the older areas in the western part of the City as compared to residential areas in the east. Figure 2-3 shows the locations of the vacant land. It clearly illustrates the large amount of vacant land located east of Power Road.

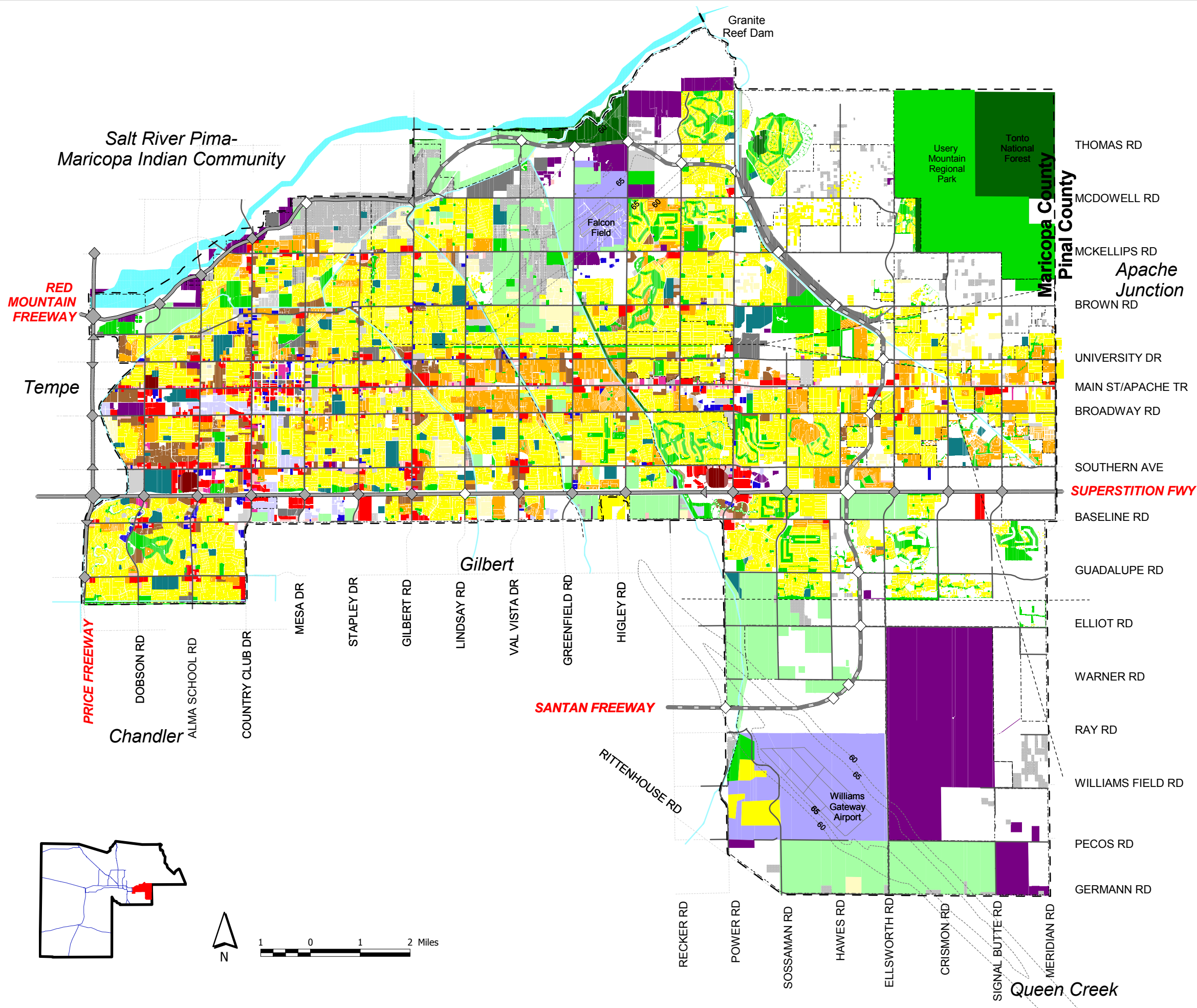


**Figure 2-1 - Existing Land Use Acreage by Percentage**

# GENERAL PLAN

## Existing Land Use

Figure 2-2



### Residential

- Large Lot Residential
- Small Lot Residential
- Medium Density Residential
- High Density Residential

### Retail

- Regional Retail Center
- Community Retail Center
- Neighborhood Retail Center

### Employment

- Office
- Business Park
- Industrial
- Airport
- Public Facility
- Institutional
- Educational
- Hotel / Motel / Resort

### Undeveloped

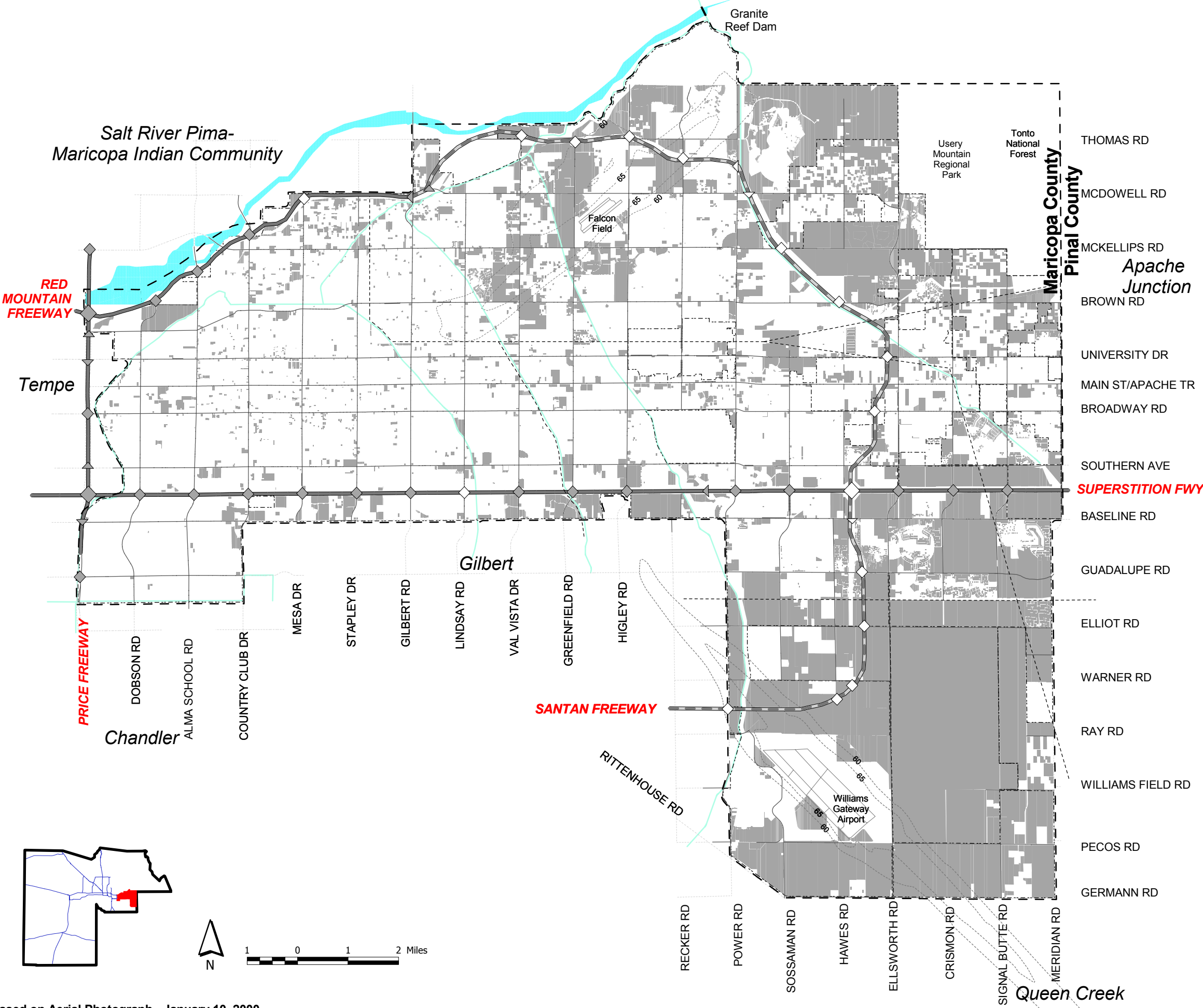
- Dedicated / Non-developed
- Recreational / Open Space
- Agriculture
- Rural
- Vacant

- Freeway
- Interchange
- Future Freeway
- Future Interchange
- Arterial Roadway
- Canals and Waterways
- Aviation Noise Contours
- Overhead Transmission Lines
- Planning Area Boundary

GENERAL PLAN

Generalized Vacant Land

Figure 2-3



Existing Vacant Land

- Freeway
- Interchange
- Future Freeway
- Future Interchange
- Arterial Roadway
- Canals and Waterways
- Aviation Noise Contours
- Overhead Transmission Lines
- Planning Area Boundary



Based on Aerial Photograph - January 10, 2000.



## 2.1.2 Existing Zoning

The City of Mesa Zoning Ordinance, originally adopted in 1954 with a major revision in 1988, was developed in accordance with Arizona Revised Statutes (ARS 9-462 and 11-821). These statutes allow the City to adopt zoning ordinances that regulate development activities. The ordinance establishes permitted land uses and the appropriate location, size and height of structures, among other factors. As such, the intent of the Zoning Ordinance is to provide minimum requirements in support of the General Plan. The ordinance also promotes the public interest, health, comfort, safety, convenience, and general welfare of the City and its citizens through development regulations and design standards.

The Zoning Ordinance establishes twenty-five zoning and seven overlay district categories to classify and regulate residential, employment and supportive land uses. Within these districts, additional regulations are also delineated. Table 2.1 summarizes the zoning classifications of each district.

**Table 2.1: Description of Zoning Districts**

DESIGNATION	DESCRIPTION
<b>Agricultural District</b>	
AG	Agricultural activities, minimum 10 acre lot
<b>Single Residence Districts</b>	
R1-90	Rural low density housing, minimum 90,000 SF Lot
R1-43	Rural low density housing, minimum 43,560 SF Lot
R1-35	Suburban low density housing, minimum 35,000 SF lot
R1-15	Suburban low density housing, minimum 15,000 SF lot
R1-9	Urban density housing, minimum 9,000 SF lot
R1-7	Urban density housing, minimum 7,000 SF lot
R1-6	Urban density housing, minimum 6,000 SF lot
<b>Multiple Residence Districts</b>	
R-2	Transition from Single Residence Districts, maximum 12 DU/Ac
R-3	Medium Density, maximum 17 DU/Ac
R-4	High Density, maximum 25 DU/Ac
<b>Commercial Districts</b>	
O-S	Office-Service: non-retail, small-scale offices, residential services on minimum 6,000 SF lot
C-1	Neighborhood Commercial: large-scale offices, small-scale retail
C-2	Limited Commercial: indoor retail, shopping centers, group commercial developments
C-3	General Commercial: variety of outdoor and indoor commercial activities

**Table 2.1: Description of Zoning Districts (Continued)**

Industrial, Manufacturing and Employment Districts	
PEP	Planned Employment Park: regional technical/industrial employment-generation areas, high-quality planned industrial centers on minimum 5 ac lot
M-1	Limited Industrial: limited manufacturing, processing, warehousing
M-2	General Industrial: intensive industrial, manufacturing, outdoor and indoor storage
Town Center Districts	
TCR-1	Low density residential within Town Center Boundary, minimum 6,000 SF lot
TCR-2	Medium density residential within Town Center Boundary, maximum 12 DU/Ac
TCR-3	High density residential within Town Center Boundary, maximum 40 DU/Ac
TCB-1	Business district within Town Center Boundary, medium density residential, professional offices
TCB-2	Business district within Town Center Boundary, intensive commercial, light manufacturing, access to arterial and rail
TCC	Town Center Core: highest intensity land use with development incentives
Public Facilities District	
PF	Public Facilities: large-scale governmental, public utility, recreational, and educational facilities on minimum 10 ac lot
Overlay Zoning Districts	
BIZ	Bonus Intensity Zone: high-quality, innovative developments with higher intensity on by-passed or underutilized properties
PAD	Planned Area Development: cohesively planned developments incorporating open spaces, unique building design, property owners associations
DMP	Development Master Plan: conceptual zoning of large land parcels into planned uses for future development
AF	Air Field Districts: eight (8) height and use restricted sub-districts based on locations within noise contours
AS	Age Specific District: occupied by at least one person not less than fifty (55) years of age, no minors
HL	Historical Landmark: historic, visual or architecturally significant structure at least fifty (50) years old
HP	Historic Preservation: historic, visual or architecturally significant area at least fifty (50) years old with minimum of seven (7) contiguous properties or 300 feet of street frontage

### 2.1.3 Land Use Plan/Zoning Conformity

Arizona Revised Statutes 9-462.01.F requires that all adopted zoning and rezoning ordinances shall be consistent with and conform to the adopted General Plan of the municipality. The Land Use Plan on Figure 2-6 shows the generalized land use plan for the City. This plan indicates the intended predominate future function, density and characteristic use of land for the different parts of Mesa. In general the plan does not address the specific characteristics of residential development, or the specific types of commercial and other non-residential uses.

Provision is made for a variety of mixed land use projects, some with a broad range of uses allowed. The plan does not reflect the intended zoning of

individual parcels, but rather generalized desired future land use. The boundaries between use and density designations noted on the map are not fixed precisely. Rather, they indicate general areas wherein the goals of the plan will be pursued through more detailed planning decisions. Table 2.2 summarizes the conceptual correlation between the land use designations and the zoning districts.

**Table 2.2: Correlation Between Land Use and Zoning**

LAND USE DESIGNATIONS	CORRELATING ZONING DISTRICTS
<b>Residential Land Use Designations</b> Single Residence LDR (0-1) Target (0.5 du/ac) LDR (1-2) Target (1.2/du/ac) MDR (2-4) Target (3.0 du/ac) MDR (4-6) Target (5.0 du/ac) MDR (6-10) Target (6.5 du/ac)	R1-90, R1-43, R1-35, R1-15, R1-9, R1-7 and R1-6
Multi Residence HDR (10-15) Target (12.5 du/ac) HDR 15+ Target (15+du/ac)	R-2, R-3 and R-4
<b>Non-Residential Land Use Designations</b> Commercial NC-Neighborhood Commercial CC-Community Commercial RC-Regional Commercial	C-1, C-2 and C-3
Employment O-Office BP-Business Park LI-Light Industrial GI-General Industrial	O-S, P.E.P, M-1 and M-2
Public/Institutional P/SP-Public/Semi-Public E-Education P-Parks NAOS-Natural Area Open Space	PF
Mixed Use MU/R - Mixed Use Residential (30%maximum 15+ du/ac) MU/E – Mixed Use Employment (No Residential allowed)	Various zoning districts will depend on the appropriate land uses related to the project
Historic Downtown TC- Town Center Concept Plan Area	Town Center Zoning Districts: TCR-1, TCR-2, TCR-3, TCB-1, TCB-2 and TCC
Overlay zoning districts that are required depending on the land uses and intensities include: BIZ-Bonus Intensity Zone; PAD-Planned Area Development; DMP-Development Master Plan; AF- Air Field; AS-Age Specific; HP-Historic Preservation; and HL-Historic Landmark.	

### 2.1.4 Land Ownership/Jurisdiction

Individuals or corporations privately hold over 85 percent of the land within the Mesa Planning Area. A total of eight major public entities have jurisdiction of the remaining area. Figure 2-4, Land Ownership, illustrates the land ownership and jurisdiction in map format and shows the general locations of large tracts of public land. The holdings of each of the public entities are summarized below.

#### Salt River Pima-Maricopa Indian Community

The Salt River Pima-Maricopa Indian Community (SRPMIC) owns over 900 acres in the planning area. These holdings are located along the south side of the Salt River channel along the northern planning area boundary. The community includes a total of over 54,000 acres of land north of Mesa, east of Scottsdale and Tempe, and south of Fountain Hills and the Fort McDowell Indian Community.

#### Federal Agencies

##### Tonto National Forest

The Tonto National Forest is a valuable natural resource to the City. Approximately 1,900 acres of the 2.8 million-acre Tonto National Forest are located in the northeast corner of the planning area.

##### Bureau of Land Management

The Bureau of Land Management (BLM) is responsible for managing 14 million acres of public lands across Arizona. Within the planning area, BLM manages nearly 785 acres of land at four locations. These lands are either vacant or are the sites of public facilities established through long term leases, such as the East Mesa Regional Library and the East Mesa Service Center.

##### Bureau of Reclamation

Originally known for constructing dams, canals, and power plants across the western United States, the Bureau of Reclamation currently functions primarily as a wholesaler and manager of water resources. The 470 acres held by the Bureau within the planning area are located along the Salt River between Gilbert Road and Granite Reef Dam. The Bureau also manages several parcels along the Central Arizona Project Canal including the CAP Water Treatment Plant.

#### State and Local Agencies

##### Arizona State Land Department

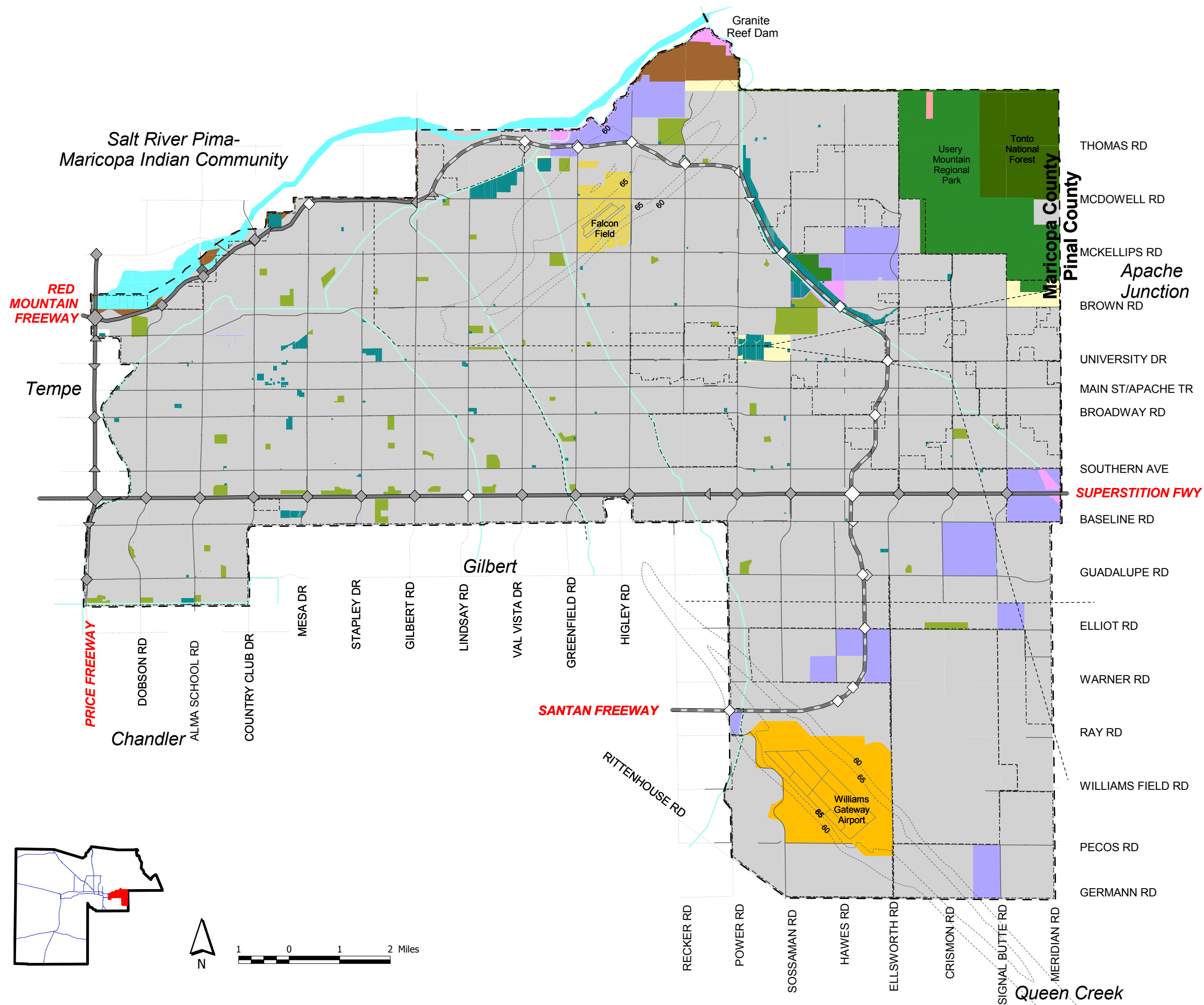
As the administrator of State Trust Lands, the Arizona State Land Department (ASLD) manages lands granted to Arizona by the federal government since 1863. These lands are managed to generate revenues for the benefit of public schools and other institutions in Arizona. The ASLD manages over nine million acres throughout the state. Over 4,000 acres of State Trust Lands are located throughout the planning area.



GENERAL PLAN

Land Ownership

Figure 2-4



- Falcon Field
- Arizona State Land Department
- Bureau of Land Management
- Maricopa County
- Tonto National Forest
- Salt River Indian Reservation
- Williams Gateway Airport
- Arizona Game & Fish
- Bureau of Reclamation
- City or Other Public Ownership
- City Parks
- Private or Other

- Freeway
- Interchange
- Future Freeway
- Future Interchange
- Arterial Roadway
- Canals and Waterways
- Aviation Noise Contours
- Overhead Transmission Lines
- Planning Area Boundary



#### Arizona Game and Fish Department

The Arizona Game and Fish Department manages 40 acres of land within Utery Mountain Park.

#### Municipal Properties

The City of Mesa owns numerous properties, ranging from parks to municipal office buildings, to rights-of-way for streets.

#### Public School Properties

Six public school districts have at least part of their area within the City of Mesa. These districts include Mesa, Tempe, Gilbert, Queen Creek, Higley, and Maricopa County. Campus sites for Arizona State University (East) and Mesa Community College are also located in Mesa.

## 2.2 Goals, Objectives, and Policies

### **Goal LU-1**

Develop a land use pattern throughout the City that creates orderly municipal growth, achieves compatibility with surrounding communities, and is consistent with other plans and programs of the City.

#### **Objective LU-1.1**

Create the most advantageous economic and environmental balance of build-out land uses based on community and regional characteristics.

##### Policy LU-1.1a

Continue to evaluate the appropriate mix of land uses to achieve the desired mix of residential, employment, and public uses.

##### Policy LU-1.1b

Continue to evaluate the relationships between future development and environmental values, including the identification of approaches to achieve a positive relationship between development and the environment. Preserve significant natural environmental features and scenic resources within the planning area.

##### Policy LU-1.1c

Coordinate with Maricopa County, Pinal County, Maricopa Association of Governments, Salt River Pima-Maricopa Indian Community, adjoining cities, and other related entities in developing compatible land uses for areas adjacent to the City boundary.

##### Policy LU-1.1d

Coordinate land use planning projects with landowners, local neighborhood associations, nearby industry, and developers to achieve consistency with City policies and compatibility among developments.

- Objective LU-1.2** Encourage urban growth in a planned, orderly manner with high quality development and an innovative and sustainable urban development patterns.
- Policy LU-1.2a Consider revisions to the Zoning Ordinance and Zoning Map as necessary to ensure conformity on a case-by-case basis.
  - Policy LU-1.2b Update the planning-related ordinances and programs to implement the General Plan and to encourage creative and innovative design in constructing subdivisions that promote both sustainability and a sense of community.
  - Policy LU-1.2c Promote the development of available large vacant parcels of land as master planned communities with an appropriate mix of land use types.
  - Policy LU-1.2d Encourage the enhancement of open space, landscaping, and aesthetic design in commercial areas and along major arterial streets.
  - Policy LU-1.2e Consider creating a land use category that allows multi-use urban center developments in areas other than the existing downtown.
- Objective LU-1.3** Ensure that the land use pattern throughout the community is compatible with the provisions of all elements of the General Plan and the corresponding master plans prepared by the City.
- Policy LU-1.3a Continue to evaluate the relationships between the land use pattern and issues related to the subjects of the other General Plan elements.
  - Policy LU-1.3b Develop and implement transit oriented standards for development and redevelopment along transit routes.
  - Policy LU-1.3c Provide for a mixture of activities and increased densities within one-quarter mile of existing and planned major transit routes and facilities.
  - Policy LU-1.3d Encourage development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.
  - Policy LU-1.3e Consider methods by which the need for park acreage can be met in each planned area development and master planned development.
- Objective LU-1.4** Determine the direct and indirect utility, land use, schools, and fiscal implications of potential annexation of unincorporated areas.
- Policy LU-1.4a Promote annexation requests within the planning area that will enhance economic growth.
  - Policy LU-1.4b Accommodate future growth of the City through annexation of adjacent land in a planned manner that maximizes infrastructure investment.

## **Goal LU-2**

Support the diverse and dynamic sub-areas within the City of Mesa by reinvesting in those neighborhood communities that exhibit unique character or history.

- Objective LU-2.1** Promote Mesa's unique identity by encouraging the revitalization, preservation, or development of community sub-areas throughout the City.
- Policy LU-2.1a Recognize the on-going planning efforts in the Mesa Grande Sub-Area and employ the available resources to encourage positive long-term growth within this part of the City.
  - Policy LU-2.1b Maintain and enhance the Central Broadway Sub-Area as a stable, culturally diverse, mixed-income community that allows all residents to enjoy a better quality of life.
  - Policy LU-2.1c Provide for a quality mixture of development in the Williams Gateway Sub-Area that recognizes the need for the creation of employment, appropriate housing, and protection of the operation of Williams Gateway Airport.
  - Policy LU-2.1d Provide for the development of the Falcon Field Sub-Area in a manner that takes advantage of economic development opportunities, creates employment, and is consistent with the operation of Falcon Field Airport.
  - Policy LU-2.1e Maintain and enhance the architectural character of the Desert Uplands Sub-Area through continued enforcement of existing Desert Uplands Development Standards and grading plans.
  - Policy LU-2.1f Continue the unique character and lifestyle of the Lehi Sub-Area while encouraging development and redevelopment that is compatible with existing land use, density, architectural style landscape materials, and roadway design.
  - Policy LU-2.1g Provide for the continued development of the Citrus Sub-Area as a low to medium density residential area and the maintenance of the rural citrus character insofar as practicable.
- Objective LU-2.2** Promote planning opportunities for community sub-areas to enhance the character and livability of the areas and to foster community pride.
- Policy LU-2.2a Facilitate the development of specific points of pride within the Mesa Grande Sub-Area.
  - Policy LU-2.2b Prepare a sub-area land use and revitalization plan for the Central Broadway Sub-Area.
  - Policy LU-2.2c In conjunction with Williams Gateway Airport and major landowners in the Williams Gateway Sub-Area, prepare a plan that provides for innovative employment, residential, and public uses; creates a second urban center in this area; is compatible with the Land Use Map in this Land Use Element;

and provides for the continued operation and expansion of Williams Gateway Airport.

- Policy LU-2.2d In conjunction with Falcon Field Airport, prepare a plan that builds upon the provisions of the Falcon Field Master Plan, assists in achieving the City's economic development goals, and provides for compatible uses around the airport.
- Policy LU-2.2e Preserve and enhance the character of the Sonoran desert landscape in the Desert Uplands Sub-Area through continued implementation of the Desert Upland Design Standards.
- Policy LU-2.2f Prepare preservation and development guidelines plan for the Lehi Sub-Area.
- Policy LU-2.2g Provide for planning activities in the Citrus Sub-Area that will contribute to the objectives for the area.

### Goal LU-3

Provide for a high quality, balanced, and diverse housing stock for existing and future City residents.

- Objective LU-3.1** Promote a balanced stock of single residence and multiple residence types and styles at appropriate locations.
  - Policy LU-3.1a Coordinate land use decisions with the provisions of the Housing Element of the General Plan.
  - Policy LU-3.1b Coordinate land use decisions with the provisions of the Revitalization and Redevelopment Element of the General Plan with regard to the provision of housing in the mature areas of the City.
- Objective LU-3.2** Determine the appropriate locations for multiple family residential projects.
  - Policy LU-3.2a Encourage multi-family residential uses within mixed-use activity centers that are supported by a multi-modal transportation network.
  - Policy LU-3.2b Promote multi-family residential uses that support the scale and function of retail, commercial, and employment uses within mixed-use activity centers.
  - Policy LU-3.2c Encourage multi-family residential redevelopment that respects the character of the area.
  - Policy LU-3.2d Evaluate the need for the provision of special needs and group housing.
- Objective LU-3.3** Strive to establish compatibility among residential, employment and public facility uses.
  - Policy LU-3.3a Establish criteria to provide for the appropriate location of employment and public facility uses.



Policy LU-3.3b Require adequate buffering to protect residential neighborhoods from incompatible non-residential and industrial land uses.

## **Goal LU-4**

Provide for an adequate supply of commercial acreage and space that provides increasing levels of annual sales tax to the City.

**Objective LU-4.1** Maximize opportunities for the use of the land adjacent and within close proximity to existing and proposed freeways for large-scale non-residential uses.

Policy LU-4.1a Identify programs or policies that should be initiated to attract retail development to the Growth Areas of the City.

Policy LU-4.1b Examine opportunities for development of medium- to high-density commercial nodes at interchange locations along major freeways.

Policy LU-4.1c Limit auto-oriented commercial uses to a maximum of two corners of an arterial street intersection.

Policy LU-4.1d Discourage mid-block convenience stores with gas stations unless they are small scale and integrated with adjacent residential development in scale, layout, and pedestrian connections.

**Objective LU-4.2** Encourage the development of commercial type uses that support a fiscally sound community.

Policy LU-4.2a Develop and implement policies and incentives to encourage adaptive reuse of vacant commercial buildings.

Policy LU-4.2b Attract land uses that generate revenue to the City, while maintaining a balance of other community needs such as housing, open space, and public facilities.

**Objective LU-4.3** Encourage the design and implementation of integrated residential, commercial and office uses.

Policy LU-4.3a Develop and implement design guidelines for mixed-use activity centers within the City.

**Objective LU-4.4** Establish criteria for the appropriate location and scale of commercial uses.

Policy LU-4.4a Support the Fiesta Mall and Superstition Springs Center areas as major retail and mixed-use activity centers.

Policy LU-4.4b Support the development of retail and mixed uses in the Williams Gateway Sub-Area consistent with the land use plan.

Policy LU-4.4c Consider an ordinance that designates single use retail of 100,000 square feet or larger as "Big Box" retail that shall not be located in neighborhood commercial land use designations of the land use plan.

## Goal LU-5

Provide for an adequate long-term supply of business park/industrial land that continues to enhance the City and regional employment base.

**Objective LU-5.1** Provide a wide range of office/business park/industrial related uses that are optimally located in relation to their purpose, environmental considerations and transportation infrastructure needs.

Policy LU-51a Identify policies and activities to encourage neighborhood scale office/business park development adjacent to residential land uses.

Policy LU-5.1b Continue an aggressive marketing campaign to promote the supply of potential industrial land and/or planned land and its advantageous regional location.

**Objective LU-5.2** Maximize the regional economic benefits of Falcon Field and Williams Gateway Airports and the surrounding areas.

Policy LU-5.2a Protect the long-term employment potential for lands surrounding Falcon Field and Williams Gateway Airports by designating appropriate areas for business, industrial, residential, commercial, and office uses.

Policy LU-5.2b Promote the benefits of airport proximity to potential office/business park developments in collaboration with private-sector developers.

Policy LU-5.2c Discourage the encroachment of residential uses around the two airports that would impact their long-term economic, employment, and operational viability.

## Goal LU-6

Provide for a diverse and dynamic Town Center within the City of Mesa that exhibits Mesa's historic character, supports the governmental campus, and offers opportunities for reinvesting in neighborhoods and businesses that offer a unique character or history.

**Objective LU-6.1** Provide a wide range of land uses that support the character of the Town Center Area in accordance with the Town Center Concept Plan adopted by the City of Mesa.

Policy LU-6.1a Maintain and update the Town Center Concept Plan to identify policies and activities to encourage a unique mixture of residential, office, business and other land uses in the Town Center area identified on Figure 2-6.

Policy LU-6.1b Continue to provide opportunities for innovative design in the Town Center area defined in this element.

- Objective LU-6.2** Maximize the regional economic, historic, and cultural benefits of the Town Center.
- Policy LU-6.2a Protect the long-term employment potential of the Town Center area for business, residential, commercial, and office uses.
- Policy LU-6.2b Promote the benefits of proximity to the core of the historic center of the City of Mesa of a mix of office, business, residential, park, and cultural uses connected by safe sidewalks, bicycle routes, and transit stops.

## 2.3 Plan Components

The Land Use Plan guides the planned growth of the community by implementing criteria designed to ensure high quality new development, preserve sound neighborhoods and non-residential areas, upgrade areas targeted for revitalization, and maintain areas designated for their unique environmental quality or long-term use as open space. Future growth must be managed to create an appropriate mix of land uses, while protecting surrounding areas, public investment, and ensuring the availability of municipal service and facilities. The key to attaining this vision is adopting a comprehensive land use plan and having a long-term commitment to its implementation.

### 2.3.1 Sub-Areas of the City

Seven sub-areas of the City that have particular features or land use issues have been defined for consideration in the land use plan. These sub-areas are described below and illustrated on Figure 2-5.

#### Mesa Grande Sub-Area

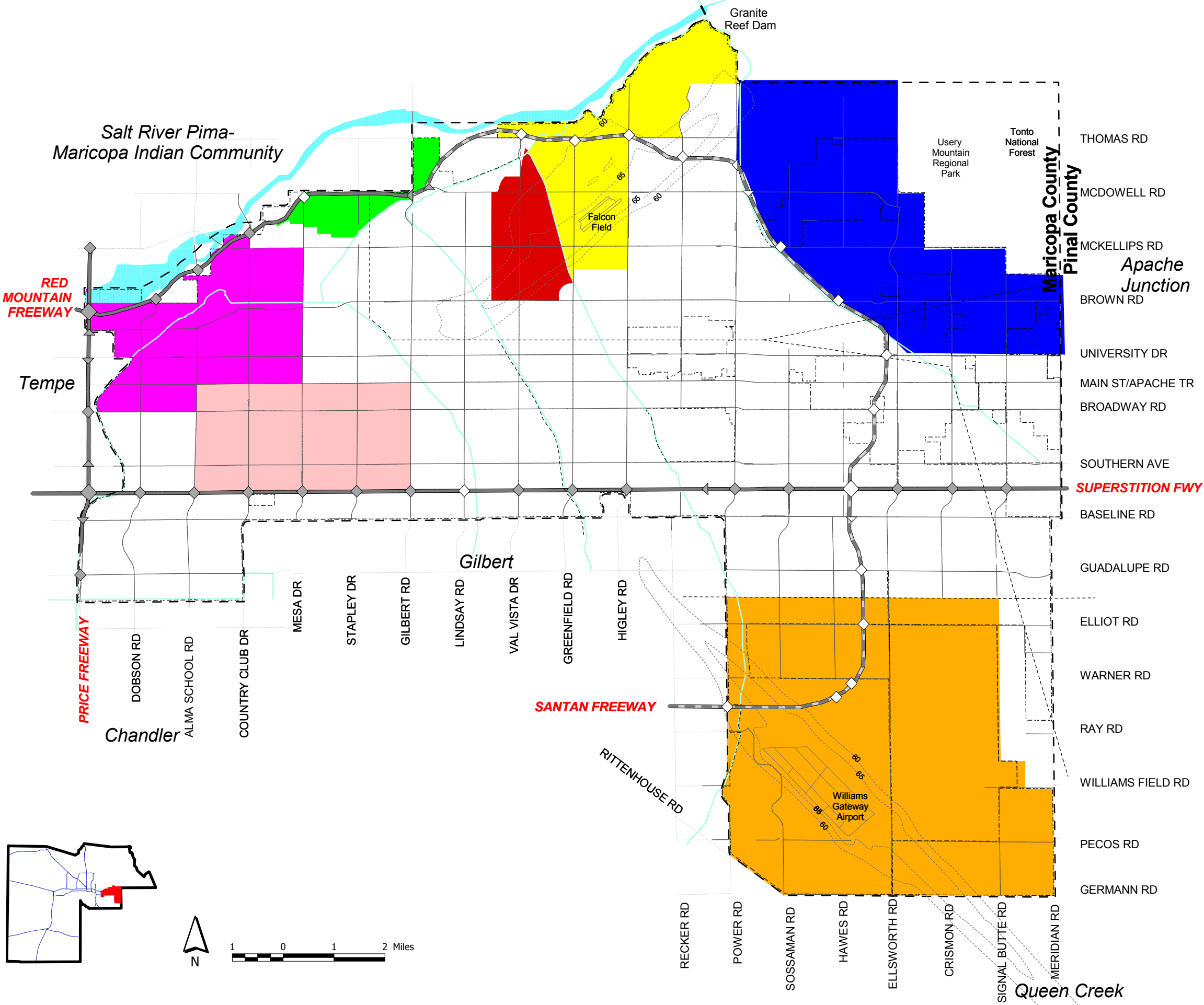
The Mesa Grande Sub-Area is located in the northwestern portion of Mesa, with northern and western limits contiguous with the City of Mesa boundaries. The southern limits of the sub-area are Broadway (from the western boundary to Alma School Road) and Main Street (from Alma School Road to Mesa Drive). Mesa Drive defines the eastern boundary.

The Mesa Grande Sub-Area may be considered the Northwest Gateway to Mesa, with medium density neighborhoods that provide opportunities for residents to live, work, shop, learn, worship, and play. This area boasts neighborhood-serving retail and commercial uses, parks, historic districts, archeological sites and canals, excellent schools, and a neighborhood transportation system with opportunities to walk, bike or bus from place to place. The Mesa Grande Sub-Area takes its name from the Mesa Grande Ruins archeological site. This site, along with other attributes of the area, has the potential to be considered a “Point of Pride” for this area and Mesa. However, this site has been left undeveloped for many years and is in need of improvements to improve its appearance and accessibility, as well as make it available to the public.

GENERAL PLAN

Community Sub-Areas

Figure 2-5



- Citrus
- Central Broadway
- Desert Uplands
- Falcon Field
- Lehi
- Mesa Grande
- Williams Gateway

- Freeway
- Interchange
- Future Freeway
- Future Interchange
- Arterial Roadway
- Canals and Waterways
- Aviation Noise Contours
- Overhead Transmission Lines
- Planning Area Boundary



The Mesa Grande area may be best identified with its positive attitudes toward family and education, and for taking collective responsibility for maintaining safe, attractive, diverse, friendly neighborhoods and a high quality of life. The Mesa Grande area's numerous community assets, employers, faith-based organizations, unified and energized neighborhood groups, businesses, health care facilities, financial institutions, schools, and residents should all be utilized to the greatest extent possible toward achieving an even healthier, vibrant community.

Points of Pride are attributes in this sub-area that may be improved through planning and programs that will preserve and/or enhance the neighborhoods in this area. These points of pride include: Mesa Grande Ruins archeological site, Mesa Lutheran Hospital, Dobson Road Business and Industrial Corridor, Schools, and the neighborhood transportation system.

### **Central Broadway Sub-Area**

The Central Broadway Corridor Sub-Area is defined as the south side of Main Street, North of Highway 60, east of Alma School and west of Gilbert Road. The Central Broadway Corridor has unique features that distinguish it from the remainder of the City, including a history that begins with the founding of Mesa that has evolved into a community that offers a wide range of diversity. The people in this area provide an example of how those of all races, ages, cultures and ethnic backgrounds may work together to improve their community. With growth in Mesa focused in the eastern reaches, the Central Broadway Corridor has survived without significant investment, new housing stock, employment opportunities, infrastructure enhancement, or school improvements.

The vision for the Central Broadway Corridor is to become a healthy, stable, culturally diverse, mixed-income community that allows all residents to enjoy a better quality of life. To attain this, planning and implementation strategies are needed to preserve stable neighborhoods; stabilize transitional neighborhoods; and give new life to deteriorating neighborhoods. Planning in this area must reflect a balance of racial, economic and social perspectives. Revitalization plans must meet the economic, environmental, and social needs of socio-economic diverse neighborhoods.

The rich heritage of this area should be preserved and protected. Historic and cultural preservation and conservation of unique neighborhoods and development patterns contribute to community pride, investment and redevelopment. Property conditions, as well as infrastructure, should be maintained at a high level to maintain its character, quality and value of the area. Sustainable economic and community development should be promoted.

Planning should address the reuse and rehabilitation of vacant structures, as well as improvements to occupied buildings, to provide a positive image for the area. New development and reinvestment should be promoted as a means to prevent



further deterioration. Preserving viable communities or rebuilding those that have declined over years of neglect cannot be accomplished or sustained solely by one entity. Successful revitalization requires the commitment of available resources from the City, businesses, civic groups and individual residents. These resources should be strategically used as a catalyst to improve confidence that encourages new funding sources and reinvestment.

### Williams Gateway Sub-Area

The Williams Gateway Sub-Area is located in southeast Mesa as shown on Figure 2-5. This area is approximately 30 square miles and is influenced by activities of the Williams Gateway Airport (WGA) and the Williams Campus, which is the former Williams Air Force Base.

This sub area has been mostly identified with the former Williams Air Force Base, which was founded in 1941 and functioned as a training base for U.S. Air Force pilots. The facility, near Power and Williams Field roads, continued to operate as a military facility until the Air Force closed the base in 1993.

Today, Williams Gateway Airport is owned by the WGA Authority, which includes four community partners – the Gila River Indian Community, the City of Mesa, the Town of Gilbert and the Town of Queen Creek. The Airport and supporting businesses employ more than 800 people and generate \$115 million for the economy each year. The Airport uses the three runways and approximately 3,000 acres of the former air base. At this time, the Williams Gateway Airport passenger terminal is ready for passenger air service and plans are to expand service to provide greater services for business and leisure travelers to the east valley. WGA was approved as Foreign Trade Zone No. 221 in 1997. The City of Mesa has applied to the U.S. Immigration and Naturalization Service for Port-of-Entry status that will allow the airport to accept international cargo shipments and spur economic development opportunities.

The Williams Campus is co-located with the airport on the former Williams Air Force Base site and provides educational, research, and training facilities. A projected 20,000 full-time students will be enrolled for classes at the Williams Campus by the Year 2020. Williams Gateway Airport is planned as a reliever airport and an aerospace center to accommodate general aviation, air cargo, commercial passenger service, aerospace manufacturing, maintenance, and modification. By the year 2015, it is estimated that there will be roughly 287,000 annual operations at the airport. One million passengers are expected to utilize the airport by 2005, and 2.45 million by 2015.

To the east of Williams Gateway Airport, General Motors (GM) operates a 5,000-acre proving ground and research facility. This facility was established in 1953 and is GM's only desert proving ground in the world. Although the proving grounds are technically located within Maricopa County, they are included in the City of Mesa's planning area and have had a positive influence over the

years on the City's economy. However, General Motors recently announced that the proving grounds operations would be relocated within the next few years. There have been numerous meetings to discuss possible redevelopment and disposition of this property in various configurations that include both residential and employment opportunities. The remainder of the sub area includes a mix of low-density residential, business, general industrial, and public/semi-public uses interspersed with a large amount of vacant land. Larger industrial uses in the southern portion of the sub area include TRW and Arch Chemical.

The Williams Regional Planning Study was conducted in 1995 and included this entire sub-area within its planning boundary. One of the major goals of both of the WRPS and the Mesa General Plan was to maximize the regional economic benefits of the Williams Gateway Airport, the Williams Campus and the surrounding area. This sub-area has the potential of being a very significant economic development factor of the Mesa economy and the southeast Valley.

Three major factors influenced this sub-area, including the construction of the Santan Freeway, the long-term success of Williams Gateway Airport, and the pending development in Pinal County. The location of this freeway, the increased usage of the Williams Gateway Airport and location of associated new employment areas will most certainly increase opportunities for associated commercial land uses. Therefore, careful attention must be paid to providing buffering and transitions between various intensities of use to separate various employment land use areas from planned residential. In land use areas that allow for a mix of uses, careful design should assure that development of employment centers are compatible with the associated business park or limited multi-residential environment.

Residential and commercial development in this area must be coordinated with the noise, safety, and aircraft ingress and egress considerations of Williams Gateway Airport. Noise contours according to the recent Part 150 study conducted for the airfield must be taken into consideration for future residential development and aviation easements should be established so homebuyers are notified of noise potential. Design standards may be used to achieve an amount of sound attenuation in new developing areas. Changes in land use designations should be coordinated with the flight patterns of various air carriers and airport uses to minimize noise impacts. Design standards in this area should provide aesthetically consistent and high quality development. Typical techniques such as screening, landscape, separation of incompatible uses, lighting, site design, and architectural standards will be required.

Pinal County borders the Mesa Municipal Planning Area to the east and includes the City of Apache Junction. Recently, an increased interest in residential development in this portion of Pinal County has been evident. For example, between 1990 and 2000, the City of Apache Junction increased its population from 18,100 to 31,814, a growth of 75.8%. The proposed Pinal County Plan designates this area for a mixture of urban land uses that may allow a dramatic

increase in single-family developments near the boundary of Mesa. Such development may have a significant impact on the Williams Gateway Sub-Area and may increase the demand for the development of employment uses.

### **Falcon Field Sub-Area**

The Falcon Field Airport Sub-area is located in north Mesa, bounded by McKellips, McDowell, Greenfield, and Higley Roads. Falcon Field is a controlled airport with an FAA designation of Class D airspace, which is defined as 4.4 nautical miles (5 statute miles) from the geographical center of the airport.

Falcon Field was established in September of 1941 as a training base for the Royal Air Force (RAF). Since that time the facility has grown to be ranked in the top ten general aviation airports in the United States, as determined by the number of based aircraft. Along with keeping up with the increased popularity of general aviation, Falcon Field has remained linked to the past with many vintage aircraft located both in the museums and privately owned by airport tenants.

Falcon Field serves the Valley as a reliever airport. In this role, it has the duty to provide general aviation aircraft a base of operation other than Phoenix Sky Harbor. It also provides a location for the Maricopa County Sheriff and City of Mesa Police aviation units, two emergency response helicopter companies, and fixed wing air ambulance service. Falcon Field provides the Valley with one of the best airports for training and recreational flying, along with an FAA control tower, two runways, and an instrument approach. Falcon Field also provides the citizens of Mesa a municipal park with a pool and location for special events.

In 1992 Falcon Field prepared a Master Plan outlining the proposed development of the Airport for the subsequent 20-years. The plan included projected growth of the Airport and of general aviation as a whole. The goal of the Master Plan was to allow the City to plan in advance for growth anticipated at the airport. Revenues generated at Falcon Field fully support operations of the Airport. In addition to the revenues generated by hangar rent, land rent, and fuel fees, the indirect economic benefits generated by Falcon Field include income and sales taxes generated by the more than 50 businesses on Falcon Field, jobs and revenue created through state and federal grant projects, and tourism supported by Falcon Field and the two vintage aircraft museums located on the Field.

### **Desert Uplands Sub-Area**

The Desert Uplands Sub-Area is generally defined as that area lying east of Power Road and the Central Arizona Project (CAP) Canal, and north of University Drive, extending east to Maricopa County's Utery Mountain Regional Park and north to the Tonto National Forest. The area is bisected by several mile grid major arterials and is bordered on the southwest by the planned Red Mountain Freeway adjacent to the CAP Canal. As described below, several large master planned communities dominate land use planning for this area of Mesa.

- Las Sendas (formerly Falcon Ridge), approved in 1986 and updated in 1995; 1,840 acres with approximately 3,420 residential units plus commercial, park, school, recreational, office and resort land uses, and golf facilities. Located in northwest quadrant of Desert Uplands. The completion in 1998 of Las Sendas Mountain, contiguous to Las Sendas, added 591 acres and 342 dwellings, making the entire development contain 2,432 acres and 3,762 residential units.
- Boulder Mountain Highlands, approved in 1987 with approximately 875 residential units on 225 acres. An 80-acre parcel has been sold to Mesa Public Schools for a new high school. Located at the northeast corner of Ellsworth and McKellips Roads.
- Mesa Highlands, originally approved in 1987 and revised in 2001 with approximately 1,050 residential units on 760 acres plus office, commercial, and school land uses. State-owned parcels are located on both sides of McKellips Road west of Ellsworth Road.

Las Sendas is well underway with development, as is Boulder Mountain, while Mesa Highlands is still in the planning stages. These three master-planned areas, as well as extensive vacant land east of Las Sendas, are within the Mesa City limits; however, much of the central portion of the Desert Uplands, as well as most of the residents, are actually under Maricopa County jurisdiction. Although in effect surrounded by the City, there are no major annexation efforts underway at this time.

In 1987-88 the City of Mesa cooperated with area landowners and residents to formulate development standards for the Desert Uplands area. Most of the Desert Uplands area is designated for residential land uses, primarily Low Density. Areas of Medium-Low Density and Medium Density are also delineated where zoning was previously approved. The intent of these designations was to recognize approved zoning as part of the previously mentioned master plans, but more importantly to plan for future residential development in a lower density, environmentally sensitive manner in order to retain the native desert character as much as possible. These standards are currently being updated.

### Lehi Sub-Area

The Lehi Sub-Area is generally located in the north central portion of the City of Mesa as shown on Figure 2-5. It is identified by its rural character, historic significance, and close proximity to the Salt River, which represents the City's corporate limits. The Lehi Sub-Area is also adjacent to the Red Mountain freeway right-of-way, on the north and the Consolidated Canal on the south.

Several characteristics distinguish this region from other historically significant and contemporary areas of the City. Originally settled in 1877 by Mormon missionaries, the Lehi area was developed near old adobe ruins on the banks of

the Salt River named Fort Utah. Because of this involvement with the early development of the City of Mesa, the Lehi area is a valued historical component to the region.

Today this area is occupied primarily by residential and accessory agricultural land uses. The Salt River Pima-Maricopa Indian Community is located north of Lehi. It is anticipated that the river vicinity will be the subject of a master plan to utilize the natural resources in this area for economic enhancement and beautification purposes.

This General Plan identifies low-density residential uses occupying the majority of the Lehi Sub-Area. Many of the homes located in this region utilize this zoning district to enjoy semi-agricultural uses including the boarding of horses and other animals on their property. Continuing the rural theme of this region, many of the streets and infrastructure improvements in the Lehi area, while functional, would not conform to modern design standards. These rural characteristics of the modern community in Lehi, combined with an historical component, are reflected in the strong family and social environment of the area today.

Challenging these enduring lifestyles and distinctive physical characteristics are various external influences including the continued development of the Red Mountain Freeway, strong commercial and industrial development along the arterial streets that surround the area, as well as the potential for higher density, urban-scale residential uses to the south and east.

In all new development, consideration should be given to retaining the rural character of the area, while allowing for appropriate transition from the freeway corridor. Rural character can be established through street details (narrow width, rolled or ribbon curbs), retention of citrus for perimeter and streetscape, fencing, and diversity of architectural styles.

### **Citrus Sub-Area**

The Citrus Sub-Area, as outlined on Figure 2-5, is generally bordered by the RWCD Canal on the east, and 32<sup>nd</sup> Street, the Eastern Canal, and Lindsay Road on the west. It extends north to Thomas Road and south to Adobe Street.

The land use in the Citrus Sub-Area is designated as Low density Residential 1-2, which allows 1-2 dwelling units per acre.

The historic development of this area has been oriented to the cultivation of citrus orchards. These orchards may have historic value in terms of their character as a unique amenity. It is intended that a rural citrus character be maintained insofar as practicable. The designated land use density allows enough flexibility to provide for executive lots of less than one acre, while still being sensitive to the existing character.



It is desired that new developments be compatible with existing homes and citrus style landscaping. This can be achieved through landscape buffers, transitioning of lot sizes, Planned Area Development overlays, cluster developments, and other means.

### 2.3.2 Land Use Category Definitions

The land use categories have been prepared to support the Land Use Plan to define the City's intent for specific residential, employment, and other types of land uses. The land use category definitions are described below:

#### Residential Land Use Definitions

##### Low Density Residential 0-1, LDR 0-1 (0-1.0 du/ac)

Identifies locations where large-lot, single family detached residential is desirable. The target density<sup>1</sup> for these areas is 0.6 du/ac. Appropriate locations offer local road vehicular access, connections to potable water and sanitary sewer, and proximity to public safety services. When the amenity is located on land that would otherwise be suitable for housing, the dwelling units may be transferred elsewhere within the parcel as long as the overall density for the parcel is not exceeded. Portions of a parcel, which are not "buildable" (i.e. located within a floodway), or located on excessive slopes above 15% or power line easement) are not eligible for transfer of dwelling units to another part of the parcel or development. The use of building envelopes is required for the residential development of the Desert Uplands areas of Mesa. Non-residential uses, including golf courses and resorts, may be allowed where deemed appropriate by the City.

##### Low Density Residential 1-2, LDR 1-2 (1.0-2.0 du/ac)

Identifies locations where large-lot single family detached residential with sufficient open space is desirable. The target density for these areas is 1.2 du/ac. Appropriate locations offer local road vehicular access, connections to potable water and sanitary sewer, and proximity to public safety services. The use of building envelopes is encouraged for the residential development of the Desert Uplands areas of Mesa. Low Density Residential 1-2 designated areas can also

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##### <sup>1</sup>Target Density

It is important to note that these target densities are only targets or goals. Similarly, the maximum General Plan density ranges should not be viewed as entitlements or guarantees. When the General Plan designates an area as Medium Density Residential (2-4 du/ac), it does not mean that every zoning case or proposed development should assume that upper end of that range. The appropriate density will be determined by a multitude of factors; existing and planned adjacent developments, infrastructure (including utilities, streets, parks and schools), physical topography, provision for public transit services and facilities, neighborhood interaction, and external factors (e.g. airfield impacts, existing character of area, environment conditions, and land ownership patterns, among others). On the other hand, a target density of 3 du/ac does not mean that individual projects cannot or will not be approved at higher density if the project complies with documented community goals and objectives.

serve as a transitional buffer between Low Density Residential 0-1 and Medium Density Residential 2-4 areas. Portions of a parcel that are not “buildable” (i.e. located within a floodplain or located on excessive slopes - above 15% or power line easement) are not eligible for transfer of dwelling units to another part of the parcel or development. Other uses permitted in this category may include Office and limited Neighborhood Commercial (not to include automobile-oriented or drive-through services) of less than five acres in size, where deemed appropriate by the City.

Medium Density Residential 2-4, MDR 2-4 (2.0-4.0 du/ac)

Identifies locations where detached, moderate-sized lot, detached single-family residential housing is desirable. The target density for these areas is 3.0 du/ac. Appropriate locations offer collector road access, connections to potable water and sanitary sewer, and proximity to public safety services. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections like pathways, trails, etc. Other uses permitted in this category may include Office and Neighborhood Commercial of less than 10 acres where deemed appropriate by the City.

Medium Density Residential 4-6, MDR 4-6 (4.0-6.0 du/ac)

Identifies locations where suburban density detached or attached single-family residential is desirable. The target density for these areas is 5.0 du/ac. Appropriate locations offer collector road access, connections to potable water and sanitary sewer, and proximity to public safety services. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections like pathways, trails, etc. Other uses permitted in this category may include Office and limited Neighborhood Commercial of less than 10 acres, where deemed appropriate by the City.

Medium Density Residential 6-10, MDR 6-10 (6.0-10.0 du/ac)

Identifies locations where urban density detached or attached single family residential including townhouse, and patio home developments is desirable. The target density for these areas is 6.5 du/ac for detached products and 8.0 du/ac for attached products. Appropriate locations offer direct collector or arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections like pathways, trails, etc. Other uses permitted in this category may include Office and limited Neighborhood Commercial of less than 10 acres, where deemed appropriate by the City.

High Density Residential 10-15, HDR 10-15 (10.0-15.0 du/ac)

Identifies locations where one and two story multi-family residential and higher-density attached single-family residential development is desirable. The target

density for these areas is 12.5 du/ac. Appropriate locations offer direct collector and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections like pathways, trails, etc. Other uses permitted in this category may include Office and limited Neighborhood Commercial of less than 10 acres (such as convenience stores), where deemed appropriate by the City.

#### High Density Residential 15+, HDR 15+ (15.0 + du/ac)

Identifies locations where high-density multi-family residential, two- and three-story apartments, condominiums, and townhouse residential products are desirable. The maximum density for these areas is 17 du/ac for two- and three-story products and 25 du/ac for products at or above three stories in height. Appropriate locations offer direct arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. The City may entertain proposals for density in excess of 25 dwelling units per acre in selected locations. Such existing or recommended High Density Residential area; within 1/2 mile of an arterial roadway; where High Density Residential areas can serve as buffers between principal/arterial roadways and other high density residential areas; and where transitions between employment/service areas and other high density residential areas are appropriate. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections. The inclusion of Office and/or Commercial land uses may be permitted if the requirements set forth in their specific categories are achieved.

### **Commercial Land Use Definitions**

#### Neighborhood Commercial, NC

Identifies retail and service oriented businesses that serve the surrounding residential trade area within a ½- to 1-mile radius. Typical users include, but are not limited to, grocery store anchored shopping centers, drug stores, fast food chains, convenience/gas stations, and restaurants/cafes. Other compatible uses include small-scale administrative/professional offices including medical services, finance, insurance, and real estate. Hyperstore or Big Box<sup>2</sup> retail uses are not permitted in Neighborhood Commercial designated areas. Neighborhood Commercial areas are located on, and with direct access to arterial streets. Neighborhood Commercial designated areas are typically a maximum of 10 acres.

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<sup>2</sup> Big Box

A single story building used for the display and sale of goods and merchandise to the general public, having a gross floor area (GFA) equal to or greater than one hundred thousand square feet (100,000 sq. ft.).

#### Community Commercial, CC

Identifies retail and service-oriented businesses that serve the larger surrounding residential trade area within a one to two mile radius. Typical users include, but are not limited to, grocery store and additional large anchored tenant shopping centers with additional drug stores, fast food chains, smaller hardware/building materials stores, convenience/gas stations, and larger restaurants/cafes. Other compatible uses include larger administrative/professional offices including medical services, finance, insurance and real estate. No more than one Big Box retail user is permitted in a single location of Community Commercial designated areas. Community Commercial areas are located on, and with direct access to an arterial.

#### Regional Commercial, RC

Identifies retail and service oriented businesses that serve a large surrounding residential trade area within a four to five mile radius. Typical users include, but are not limited to, those anchors and Big Box retail users that typically locate within a regional mall, off-price retail outlet, or power centers. Other supportive uses may include but are not limited to commercial lodging, automotive, restaurant and movie uses, as well as finance, insurance, and real estate uses. Regional Commercial areas are located on, and with direct access to principal arterial or arterial streets within one mile of freeway interchange or off-ramps.

### **Employment Land Use Definitions**

#### Office, O

Identifies areas where financial, insurance, real estate, tourism, and other office uses are appropriate. Appropriate locations offer direct principal arterial and arterial road access and visibility, connections to potable water and sanitary sewer, and proximity to public safety services and ancillary retail and support uses. Office areas serve as buffers between principal and arterial roadways and other less intense employment or dense residential areas as well as transitions between other employment and residential designated areas. Office areas are located on, and with direct access to principal arterial and arterial streets.

#### Business Park, BP

Identifies areas where professional and medical office parks, research and development opportunities, light manufacturing, data and information processing centers are integrated in a campus setting with ancillary restaurants, retail and other supportive establishments. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. Business Park areas should extensively buffer light Industrial uses from other less intense employment or high density residential uses. Business Park areas are located on, and with direct access to principal arterial and arterial streets, rail facilities, and airports.

Light Industrial, LI

Identifies areas where limited manufacturing and processing, wholesaling, warehousing, and distribution activities take place. Residential use is not permitted in this category. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. Light Industrial areas should extensively buffer General Industrial uses from other less intense employment uses. Light Industrial areas are located on, and with direct access to principal arterial and arterial streets, rail facilities, and airports.

General Industrial, GI

Identifies areas where intensive or hazardous manufacturing, assembly, and storage operations and indoor/outdoor storage takes place. Residential use is not permitted in this category. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. General Industrial areas are to be isolated and are appropriately buffered from other less intense employment or residential areas. General Industrial areas are located on and with direct access to principal arterial and arterial streets, rail facilities, and airports.

**Public/Institutional Land Use Definitions**Public/Semi-Public, P/SP

Identifies areas where other educational (including libraries), institutional (hospital, church), cemetery, governmental (federal, state, county, municipal, etc.), utility (electric substations and overhead corridors, water treatment facilities and well sites, wastewater treatment facilities), storm water facilities, recreational (golf courses and driving ranges) and airport uses are appropriate.

Education, E

Identifies the locations of existing elementary, junior high, high and post secondary educational facilities within the Mesa Planning Area. The locations of elementary facilities are generally centrally sited within residential developed areas that are accessed through the local and collector street and pedestrian/bikeway system. Junior high, high school and post secondary sites are also centrally sited and benefit from direct access and visibility from collector and arterial roadways.

Parks, P

Identifies the sites for neighborhood, community, district and regional park sites within the Mesa Municipal Planning Area. Neighborhood parks are typically three to 15 acres in size, located within residential neighborhoods and programmed for recreation uses. Community parks are typically 15 to 40 acres in size, located along collector or arterial roadways and programmed for a mix of active, passive and playfield uses. Metro parks are typically more than 40 acres in size, located along arterial roadways and include significant playfield, active and passive



areas. Regional parks are typically more than 1200 acres in size, exhibit arterial roadway access, and include a majority of natural area open space for nature based recreation activities.

#### Natural Area Open Space, NAOS

Identifies public and private areas that are to be preserved. These areas may include, but are not limited to, forest service lands, natural area open space, excessive slopes above 15% and natural drainage wash corridors. In accordance with the Growing Smarter Statutes (ARS 9-461.06M) no private or state land may be designated as NAOS without the permission of the owner.

### **Mixed Use Land Use Definitions**

#### Mixed Use/Residential, MU/R

Identifies areas where a mix of employment uses includes a High Density residential component (30 percent maximum of the entire MU/R parcel) that complements and supports Office, Community Commercial and Business Park uses. The residential component of this designation is not site specific within the parcel. Appropriate locations offer direct arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. Mixed Use/Residential areas serve as buffers between principal and arterial roadways and medium density residential areas as well as transitions between other employment and residential designated areas. Mixed Use/Residential areas are located on, and with direct access to arterial streets.

#### Mixed Use/Employment, MU/E

Identifies areas where a mix of employment uses including Office, Retail, Commercial, and Business Park can be effectively combined in a coordinated campus environment. Hotels may be allowed in this category. Residential use is not permitted in this category. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. Mixed Use/Employment areas serve as buffers between principal and arterial roadways and other less intense employment or dense residential areas as well as transitions between other employment and residential designated areas. Mixed Use/Employment areas are located on, and with direct access to principal arterial and arterial streets.

### **Historic Downtown Land Use Definitions**

#### Town Center, TC

Identifies downtown Mesa with a compatible mix of residential, employment, governmental, and professional office development with a cultural and entertainment center focus connected by a multi-modal circulation network. The Town Center land uses are identified in the Mesa Town Center Concept Plan adopted by the Mesa City Council on December 20, 1999 by Resolution #7453. The Mesa Town Center is generally bounded on the north by University Drive,

Broadway Road to the south, Mesa Drive to the east, and Country Club Drive to the west. The specific boundaries are identified on Figure 2-6.

### 2.3.3 Plan Buildout Analysis

The Land Use Plan designates land within the Municipal Planning Area according to the land use categories described above. These designations are illustrated on Figure 2-6.

Table 2.3, Land Use Plan Buildout Analysis, presents an assessment of the population and employment for the City of Mesa, assuming the entire community is developed in accordance with the Land Use Plan, as illustrated on Figure 2-6. As indicated in Table 2.1, at buildout, the City of Mesa could accommodate approximately 633,700 residents and would contain approximately 371,100 jobs. This mix of population and employment results in a jobs per capita ratio of 0.58.

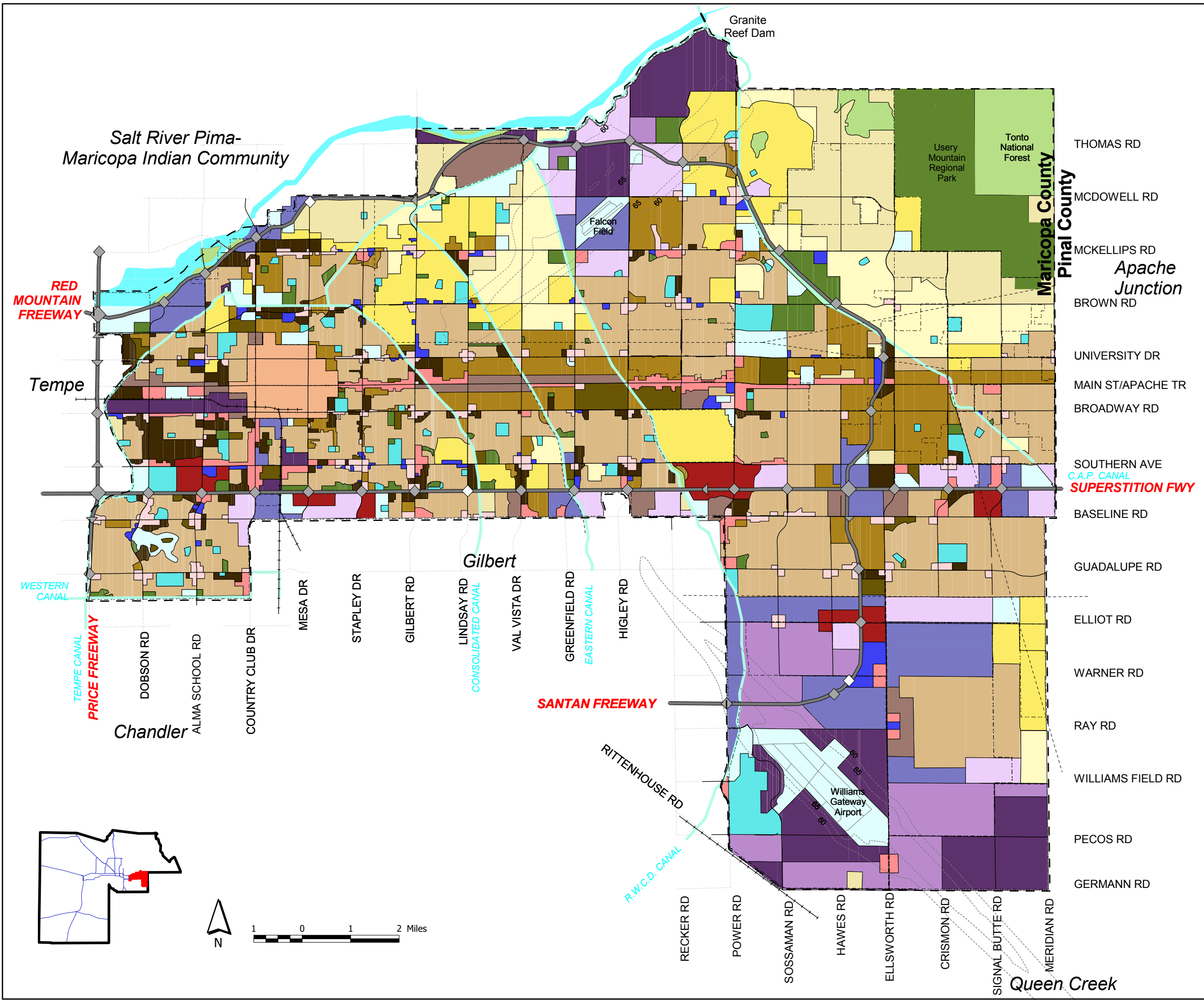
**Table 2.3: Mesa Land Use Plan Buildout Analysis**

LAND USE	LAND USE %	HOUSING UNITS	POPULATION	EMPLOYMENT
Low Density Residential 0-1	6.1%	2,600	6,600	-
Low Density Residential 1-2	6.0%	5,100	14,900	-
Medium Density Residential 2-4	7.6%	19,400	59,000	-
Medium Density Residential 4-6	25.3%	107,300	346,400	-
Medium Density Residential 6-10	6.9%	34,900	92,900	-
High Density Residential 10-15	1.2%	10,400	20,700	-
High Density Residential 15 +	2.8%	35,200	60,100	-
Mixed Use/Residential	2.0%	12,300	21,100	23,500
Neighborhood Commercial	2.0%	-	-	23,700
Community Commercial	2.2%	-	-	33,300
Regional Commercial	1.4%	-	-	20,500
Town Center	1.4%	7,100	12,100	22,000
Office	0.8%	-	-	19,900
Mixed Use/Employment	5.4%	-	-	90,000
Business Park	3.7%	-	-	34,200
Light Industrial	4.8%	-	-	35,100
General Industrial	6.3%	-	-	42,100
Public/Semi-Public	4.7%	-	-	15,500
Education	2.3%	-	-	11,300
Parks	4.7%	-	-	-
Natural Area Open Space	2.7%	-	-	-
<b>Total</b>	<b>100.0%</b>	<b>234,100</b>	<b>633,700</b>	<b>371,100</b>

GENERAL PLAN

Land Use Plan

Figure 2-6



- Residential**
- Low Density Residential 0-1 (0 - 1 du/ac)
  - Low Density Residential 1-2 (1 - 2 du/ac)
  - Medium Density Residential 2-4 (2 - 4 du/ac)
  - Medium Density Residential 4-6 (4 - 6 du/ac)
  - Medium Density Residential 6-10 (6 - 10 du/ac)
  - High Density Residential 10-15 (10 - 15 du/ac)
  - High Density Residential 15+ (15+ du/ac)
- Commercial**
- Neighborhood Commercial
  - Community Commercial
  - Regional Commercial
- Mixed Use**
- Mixed Use/Residential (30% at 15+ du/ac)
  - Mixed Use/Employment
  - Town Center (25% at 15+ du/ac)
- Employment**
- Office
  - Business Park
  - Light Industrial
  - General Industrial
- Public/Institutional**
- Public/Semi-Public
  - Education
  - Parks
  - Natural Area Open Space
- Legend**
- Planning Area Boundary
  - City Limits
  - Freeway
  - Arterial Roadway
  - Canals and Waterways
  - Aviation Noise Contours
  - Overhead Transmission Lines
  - Interchange
  - Future Interchange

